

**IN THE ABSTRACT**

Please substitute the attached rewritten Abstract of the Disclosure with the abstract as originally filed.

**REMARKS**

The above amendments are being made to place the application in better condition for examination.

Entry of the amendment is respectfully selected.

Respectfully submitted,

Ronald E. Greigg  
Attorney for Applicants  
Registration No. 31,517  
Customer No. 002119

Greigg & Greigg, P.L.L.C.  
1423 Powhatan Street  
Unit One  
Alexandria, VA 22314

Telephone: (703) 838-5500  
Facsimile: (703) 838-5554

REG/JLB/kg

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ABSTRACT OF THE DISCLOSURE

Disclosed is a fuel injection valve including a valve body and a bore, embodied as a blind bore, whose bottom face is oriented toward the combustion chamber, and a conical valve seat having at least one injection port disposed, is embodied on the  
5 bottom face. In the bore, a pistonlike valve member, which is longitudinally displaceable counter to a closing force, is disposed and has a valve member tip, which in the closing position of the valve member comes to rest on the valve seat. A first conical face and a second conical face, disposed toward the combustion chamber toward the first conical face, are embodied on the valve member tip, and the cone angle  
10 of the first conical face is smaller than the cone angle of the valve seat, which in turn is smaller than the cone angle of the second conical face. One annular groove is embodied between the first conical face and the second conical face, and an additional encompassing annular groove is disposed on the second conical face and at least partly coincides with the injection ports in the closing position of the valve member, so  
15 as to supply all the injection ports uniformly with fuel even if the valve member is off its axis.

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**VERSION WITH MARKINGS TO SHOW CHANGES MADE****IN THE SPECIFICATION**

**Page 1, Between the title and paragraph [0001]:**

[0000.2] **CROSS-REFERENCE TO RELATED APPLICATIONS**

[0000.4] This application is a 35 U.S.C. 371 application of PCT/DE 01/02371, filed on June 27, 2001

[0000.6] **BACKGROUND OF THE INVENTION**

Paragraph [0001] has been amended as follows:

[0001] **Prior Art Field Of The Invention**

Paragraph [0002] has been amended as follows:

[0002] The invention is based on a fuel injection valve for internal combustion engines, preferably self-igniting internal combustion engines, as generically defined by the preamble to claim 1. One such fuel injection valve is known from International Patent Disclosure WO 96/19661. A blind bore in which a valve member is guided is embodied in a valve body. The valve member is surrounded on its portion toward the combustion chamber by a pressure chamber, which can be filled with fuel at high pressure. A conical valve seat is embodied on the bottom face of the blind bore, toward the combustion chamber. Moreover, at least one injection port, which connects the bore to the combustion chamber, is embodied on the bottom face.

Between paragraphs [0002] and [0003]:

[0002.4] **Description Of The Prior Art**

[0002.6] One such fuel injection valve or the type with which this invention is concerned is known from International Patent Disclosure WO 96/19661. A In this known valve, a blind bore in which a valve member is guided is embodied in a valve body. The valve

member is surrounded on its portion toward the combustion chamber by a pressure chamber; which can be filled with fuel at high pressure. A conical valve seat is embodied on the bottom face of the blind bore, toward the combustion chamber. Moreover, at least one injection port, which connects the bore to the combustion chamber, is embodied on the bottom face.

**Page 2, Paragraph [0004] has been amended as follows:**

[0004] If the valve member ~~comes off its axis~~ is not precisely axially aligned, the inflow of fuel from the pressure chamber at the conical faces of the valve member tip and past the sealing edge to the injection ports is no longer symmetrical. The injection ports, relative to which the valve member is also off its axis, are covered at the onset of the opening stroke motion by the valve member, so that no fuel or only very little fuel can flow to them. Only in the course of the complete opening stroke motion of the valve member are the initially covered injection ports uncovered, and only then can the fuel also flow through these injection ports. The consequence is a reduction in the total injected fuel quantity and thus a power loss to the engine.

**Page 3, Paragraph [0006] has been amended as follows:**

[0006] ~~Advantages of the Invention~~ SUMMARY OF THE INVENTION

Paragraph [0007] has been amended as follows:

[0007] The fuel injection valve of the invention, ~~as defined by the characteristics of the body of claim 1~~, has the advantage over the prior art that in the region of the injection

ports, at the second conical face of the valve member tip, a further encompassing annular groove is formed, which at the very outset of the opening stroke motion distributes the fuel, flowing from the pressure chamber to the injection ports, to all the injection ports. If in the opening stroke motion the valve member is off its axis toward one injection port, then some of the fuel flowing to the other injection ports is diverted into a tangential flow through the additional annular groove and thus flows to that injection port. This assures an adequate inflow of fuel to all the injection ports, and even if the valve member is off its axis, a symmetrical injection through all the injection ports is obtained, and the aforementioned disadvantages of uneven injection are averted.

**Page 4, Deleted paragraph [0010]:**

[0010] ~~Further advantages and advantageous features of the subject of the invention can be learned from the drawing, the description of the exemplary embodiment, and the claims:~~

Paragraph [0011] has been amended as follows:

[0011] **Drawing** BRIEF DESCRIPTION OF THE DRAWINGS

Paragraph [0012] has been amended as follows:

[0012] ~~Various exemplary embodiments of the fuel injection valve of the invention are described herein below, with reference to the drawings, in which: shown in the drawing, Fig. 1 shows a fuel injection valve partly in longitudinal section, Fig. 2 is an enlarged view of Fig. 1 in the region of the valve seat, and Figs. 3, 4, 5 and 6 show the same detail as Fig. 2 for further exemplary embodiments.~~

Between paragraphs [0012] and [0013]:

- [0012.2] Fig. 1 shows a fuel injection valve partly in longitudinal section;
- [0012.4] Fig. 2 is an enlarged view of Fig. 1 in the region of the valve seat; and
- [0012.6] Figs. 3, 4, 5 and 6 show the same detail as Fig. 2 for further exemplary embodiments.

Page 5, Paragraph [0013] has been amended as follows:

[0013] ~~Description of the Exemplary Embodiment~~ DESCRIPTION OF THE PREFERRED EMBODIMENTS

Page 7, Paragraph [0019] has been amended as follows:

[0019] In Fig. 2, the fuel injection valve is shown enlarged in the region of the valve member tip 7 in the closing position of the valve member 5. The valve seat 9 is a conical face with a cone angle  $\gamma$ , which preferably amounts to from 50 to 70°. At the end toward the combustion chamber, the valve seat 9, for production reasons, changes into a bulge 48. At least one injection port 11 is embodied in the valve seat 9 and extends either perpendicularly or at an incline to the valve sealing face 9. If a plurality of injection ports 11 are provided, then they are preferably distributed uniformly over the circumference of the valve body 1, tailored to the engine combustion chamber to be supplied. The injection ports 11 can for instance be located in a common plane radial plane to the axis of the valve member 5, or distributed over a plurality of radial planes, or be located in a plane that is inclined to the axis of the valve member 5.

**Page 12,** Paragraph [0028] has been amended as follows:

[0028] In Fig. 4, a further exemplary embodiment of a fuel injection valve of the invention is shown. The first edge 38 46 of the additional annular groove 42 is located on the injection ports 11 in the closing position of the valve member 5, so that the conical face located between the annular grooves 35, 42 partly covers the injection ports 11.

**Page 13,** After paragraph [0030]:

[0031] The foregoing relates to preferred exemplary embodiments of the invention, it being understood that other variants and embodiments thereof are possible within the spirit and scope of the invention, the latter being defined by the appended claims.

Page 18, Abstract

**Abstract ABSTRACT OF THE DISCLOSURE**

A Disclosed is a fuel injection valve with including a valve body {1} and a bore {3}, embodied as a blind bore, whose bottom face is oriented toward the combustion chamber, and a ~~—~~ conical valve seat {9}, in which having at least one injection port {11} is disposed, is embodied on the bottom face. In the bore {3}, a pistonlike valve member {5}, which is longitudinally displaceable counter to a closing force, is disposed and has a valve member tip {7}, which in the closing position of the valve member {5} comes to rest on the valve seat {9}. A first conical face {30} and a second conical face {32}, disposed toward the combustion chamber toward the first conical face, are embodied on the valve member tip {7}, and the cone angle ( $\alpha$ ) of the first conical face {30} is smaller than the cone angle ( $\gamma$ ) of the valve seat {9}, which in turn is smaller than the cone angle ( $\beta$ ) of the second conical face {32}. One annular groove {35} is embodied between the first conical face {30} and the second conical face {32}, and an additional encompassing annular groove {42} is disposed on the second conical face {32} and at least partly coincides with the injection ports {11} in the closing position of the valve member {5}, so as to supply all the injection ports {11} uniformly with fuel even if the valve member {5} is off its axis (Fig. 2).